

LYNCHBURG REGIONAL AIRPORT

COMMISSION MEMBER UPDATE

Monday, June 1, 2009

REPORT

PASSENGER COUNTS AT LYH CONTINUE TO RISE

Based on available records, April recorded the greatest single monthly increase in passenger boardings in the airport's history, with total passenger traffic for the month up by 93 percent over last April. In all, the airport handled a total of 14,517 inbound and outbound passengers during the month, resulting in the highest passenger count at the airport since October 2000. Without a doubt, the combination of much more competitive airfares and a significantly underserved local market is resulting in a tremendous stimulation of air travel demand, despite current economic conditions.

I'll be traveling to Montreal, Canada this week to attend the annual Airports Council International (ACI) Jumpstart airline route planners meeting. I have meetings set up with five airlines to present our latest results and other market data in an effort to continue our air service growth. Included among the airlines is a meeting with officials from United Express carrier Colgan Air to whom I will once again make a pitch for Washington Dulles service. I will also be meeting with US Airways to promote the addition of Philadelphia service. Delta, by the way, is not having its Delta Connection planning folks participate this year.

U.S. DOT SMALL COMMUNITY AIR SERVICE DEVELOPMENT GRANT UPDATE

With our current Small Community Air Service Development Program (SCASDP) grant set to expire this September, I contacted the U.S. Department of Transportation to determine the possibility of having our grant term extended. I was told that the grant could likely be extended by one year if there is a compelling reason for an extension. Considering that Delta Connection came very close to adding Detroit service from LYH a couple of months ago, and continues to have us on their "short list" for Detroit service when they do expand that hub, I am very optimistic that our passenger growth combined with solid interest by at least one carrier will be sufficient to have an extension granted. I'll provide more details at the commission meeting.

LYH OPERATING BUDGET FINISHING 2009 STRONG

With strong airline passenger growth, the airport's financial picture continued to improve throughout FY 2009, with airport operating revenues now expected to exceed budget estimates. The additional revenues, made possible from airline landing fees, the terminal parking lot and rental car concessions, are resulting in the airport now projecting a \$301,553 subsidy for the current fiscal year — that's \$66,246 less than budgeted. To put it in perspective, that's down from a total subsidy in 2002 of over \$600,000.

NEW ARFF BUILDING GRANT ABOUT TO BE AWARDED

We're waiting any day now for word that federal Airport Improvement Plan (AIP) funding for our new Aircraft Rescue and Fire Fighting (ARFF) building has been released by the U.S. DOT. The total cost for the project, including construction and all construction administration functions,

is \$1,416,767. Approximately \$300,000 of those funds will be in the form of federal discretionary funding. Federal funding will represent 95 percent of that total (\$1,345,929), with the remaining 5 percent being provided through state entitlement funds (\$70,838). Coleman Adams was the low bidder. Construction should begin within the next month or so.

TRIENNIAL FULL-SCALE DISASTER DRILL SCHEDULED FOR JUNE 13

Just a reminder that the airport's triennial, full-scale disaster drill is planned to be held on June 13, 2009. That's a Saturday and the drill will start at 9:00 a.m. New this time will be filming of the drill by a contractor for the FAA who will be including it in a training video that's being produced by the FAA.

ENTERPRISE RENT-A-CAR NOW OPERATING AS OFF-AIRPORT CONCESSION

As has been previously reported, Enterprise Rent-a-Car elected to terminate its on-airport concession agreement, effective December 31, 2008. Since that time, the rental car company has been operating under an off-airport concession permit agreement. In general, the off-airport permit is more restrictive in its structure and is designed to protect our on-airport operators that have made considerable financial commitments to the airport through minimum revenue guarantees and various facility rentals. Enterprise has indicated that they will consider coming back onto the airport if market conditions make it more advantageous to their business model in the future. By far, Enterprise was the weakest of our rental car operators in terms of sales and revenue; hence, their decision to terminate their on-airport agreement.

ITEMS FOR THE AGENDA

Mr. Calvin Massie, Commissioner of the Revenue for Campbell County, is on the agenda in order to provide an update on this year's personal property tax collection process for aircraft based at LYH. Once again, the airport's master plan consultant, HNTB, will be back to present a draft of the final phases of the master plan. They will outline the proposed Airport Capital Improvement Plan (ACIP), the financial plan and the Airport Layout Plan (ALP) to the Commission for comment. In addition, there will be a public workshop later that evening from 6:00 p.m. to 7:30 p.m. to provide an opportunity for airport users and the public to provide input on the plan. In addition to the master plan review, there are a number of reports by airport staff on the agenda, including updates on various airport projects, our Passenger Facility Charge (PFC) program and our airline terminal advertising program. My report will focus on the results of my trip to the ACI Jumpstart program, the SCASDP grant, overview of a draft independent airport authority plan and our current AIP grant status.

I will be back in the office on Friday of this week following Jumpstart if you have any questions or comments regarding next Monday's meeting. My number is 455-6089.

Respectfully yours,

Mark F. Courtney

Mark F. Courtney, A.A.E.
Airport Director

LYNCHBURG REGIONAL AIRPORT COMMISSION
Monday, June 8, 2009
4:00 p.m.

AGENDA FOR THE COMMISSION

1. Call to Order

CONSENT AGENDA

2. March 30, 2009 Regular Commission Meeting Minutes
3. Lynchburg Regional Airport June 2009 Air Service Update
4. April 2009 Passenger Traffic Report

Consent Agenda Recommended Action: Receive and File

REGULAR AGENDA

5. An update by Calvin Massie, Campbell County Commissioner of the Revenue, regarding personal property tax collections on aircraft based at Lynchburg Regional Airport
6. Reports of Airport Staff
 - A. A report by the deputy airport director with regards to: (1) a recently completed airport Pavement Management Study conducted by the Virginia Department of Aviation; and (2) the status of current and pending facility maintenance projects
 - B. An update by the finance manager concerning the status of the airport's current Passenger Facility Charge (PFC) program and current/future collection trends
 - C. A report by the administration supervisor regarding the status of the airport's airline terminal advertising program
7. Report of the Airport Director
 - A. A report with regards to the outcome of meetings with airline route planners at the June 3, 2009 Airports Council International's Jumpstart program
 - B. An update on the status of the airport's Small Community Air Service Development Program (SCASDP) grant and prospects for an extension to its three-year term
 - C. An overview of a summary plan for the transition of Lynchburg Regional Airport from City ownership to an independent airport authority for consideration at the Commission's next scheduled meeting
 - D. A report regarding the status of the airport's 2009 FAA Airport Improvement Program grant award for construction of a new ARFF station at Lynchburg Regional Airport

8. A presentation by HNTB, the airport's master plan consulting firm, regarding the proposed Airport Capital Improvement Plan (ACIP), Financial Plan and Airport Layout Plan (ALP) as part of the final tasks involved in the completion of the airport's master plan update
9. Miscellaneous business
 - A. Inquiries and/or comments by Commission Members
10. Reports of airport businesses
11. Hearings of citizens upon Commission matters
12. Adjournment

MINUTES OF
THE
LYNCHBURG REGIONAL AIRPORT COMMISSION MEETING

March 30, 2009

4:00 p.m.

PRESENT:

David Laurrell
Stewart Hobbs
Darren Gale
Janice Crawford
Don Banker
David Young
Billy Giles
Kimball Payne

ABSENT:

Jones Stanley

STAFF PRESENT:

Mark Courtney, Airport Director
Rick Stein, Deputy Airport Director
Wes Campbell, Airport Finance Director

(1) CALL TO ORDER:

Mr. Don Banker, Chairman, called the meeting to order at 4:00 p.m.

(2) APPROVAL OF march 30, 2009 CONSENT AGENDA

Mr. Banker asked if everyone had received the items from the consent agenda; the January 26, 2009 Commission Meeting Minutes, the April 2009 Air Service Update and the February 2009 Passenger Traffic Report. He then asked if there were any questions or comments regarding the consent agenda items.

Mr. Courtney said he was going to be covering much of what was contained in the consent agenda with his report to the Commission.

There being no further questions or comments Mr. Banker asked for a motion to receive and file. The motion was made, seconded and unanimously accepted by all.

(3) REPORT OF THE AIRPORT DIRECTOR

- A. A report with regards to airport core business activity, expense trends, debt service and their impact on future self-sufficiency

Mr. Courtney introduced Mr. Jeff Breeden, Lynchburg's RFA Planner from the FAA's Airport District Office in Washington. Mr. Courtney also introduced Mr. Jeff Mischler and Mr. Will Rhinehardt, both of HNTB, who are the principal and project manager for the airport master plan update. Mr. Courtney presented an overview of airport core business activity, expense trends, and debt service and their impact on future self-sufficiency.

B. An update on recent regional outreach efforts to local governing bodies, business groups, etc. and subsequent steps related to the formation of an independent airport authority

Mr. Courtney informed Members that since last meeting he had given his "LYH-A Fare Driven Success Story" presentation to the following organizations: the Campbell County Board of Supervisors, the Economic Development Directors of the entire Region 2000, the Lynchburg Regional Chamber Board of Directors, the Chamber Transportation and Legislative Committees and to Lynchburg City Council. He said he was scheduled to give the presentation to Amherst County, as well as to the Lynchburg Morning Rotary Club in the near future. Mr. Courtney was working to schedule a meeting with Bedford and the Bedford County Chamber of Commerce. He said his presentations have been received very positively. Mr. Courtney stated that his activities are part of a process in which the logical conclusion would be the formation of an authority, for which he provided an update.

A general discussion of the timeline for the ultimate formation of an Airport Authority ensued.

Mr. Kim Payne said he believed the subsidy that the City provides to the airport going to zero would be an issue under any time line or any scenario. He said the subsidy going to zero provided an incentive to the County but did not provide any incentive for the City. He said that there was not going to be any subsidy sharing between the County and the City until this subsidy is paid off. He said that he and Mr. Courtney had speculated that there might be some interest from City Council when it was presented to Council last week and there was no reaction whatsoever. There ensued additional discussion.

C. A report with regards to the availability of federal stimulus funds for Virginia airports under the Airport Improvement Program

Mr. Courtney said he did get confirmation from the Washington Airports District Office of the FAA that for the entire Washington ADO which is all airports in Virginia and Maryland they were going to get just \$35 million. Additional discussion followed.

(4) A presentation by HNTB, the airport's master plan consulting firm, regarding the status of the master plan update and review of the preliminary Airport Capital Improvement Plan (ACIP)

Mr. Jeff Mischler introduced himself, project manager from HNTB and Mr. Will Rhinehardt, lead planner on this project. He said today he was going to give a presentation on the status of the master plan update. He emphasized that it is just a plan and if things go slow then the plan will just last longer. He said what is really important is that we understand what triggers certain development at the airport. He said although we do have a sequential plan of layout of how projects get built in phases, we all need to remember that it is a plan and it really should be trigger based, demand based and as long as we keep that in mind some fluctuation in the forecast is OK up or down just as long as we recognize that it is all trigger based. He said with that we are going to talk about the recommended plan and the CIP and then get into the Airport Layout Plan and there are two components to the Master Plan that the FAA has to approve. He said one is the forecast and one is the Airport Layout Plan. He said we are very quickly approaching the development plan and that is going to be the blue-print for development over the next twenty years or at least until you update your Master Plan again. He said part of this combination between the CIP and the Airport Layout Plan is the financial plan. He said they did not have the financial plan ready.

He said we will be having at least one public meeting here locally to the broader public in terms of the Master Plan recommendations. He said they hoped to have that done here in the next couple months as we start to wrap up the ALP. He said there will also be a presentation to City Council after the public meeting.

Mr. Will Rhinehardt said he would like to review the Airport Capital Improvement Plan (ACIP) and then wrap up with the CIP. He said he had the recommended development plan which shows all the phases at once. He said there are really three main development areas and this is focused around GA development, the North GA area which is pretty much going to be Liberty University, the mid-field and then the South key development area. He moved on to

the first phase, the general overview of the projects in the first phase. He said there is Liberty University to the North with the 60,000 square foot hangar and as far as GA improvements; there are plans to add a small T-hangar development. He said other improvements would be the existing Control Tower seems to have reached the end of its useful life so has been put in the first phase. He said another few safety related improvements such as squaring off and removing Taxiway J and the other is to create a 90 degree intersection by just removing a little bit of excess

Mr. Rhinehardt and Mr. Jeff Mischler explained the issue with the new FAA guidelines.

He said Phase II sees some additional ramp up in the north GA area, an expansion in the mid-field area next to the GA Terminal, potentially a good hangar area location and another ramp expansion just there on the south mid-field area. He said they are all to accommodate forecast transient aircraft parking requirements. He said other projects that have been identified as the maintenance building which is reaching the end of its useful life and there is an alternate location for it by expanding the other maintenance building to basically accommodate all of the equipment. He said one other improvement, which is clearly demand based but the potential location for a cargo facility.

Mr. Rhinehardt said moving on to Phase III; most of the development is in the mid-field and south GA area showing additional hangar development. He said also shown on this plan is the rehabilitation of hangars #1, #2, #4, #5 and #6.

Mr. Hobbs said when you talk about rehabilitating, especially the three on the right side, he said he thought all of those buildings were older than anyone in the room and he would much rather see that put into Phase II. He said to him they ought to go into Phase II and change a lot of what is in Phase II to Phase III. He said there hangar doors over there that do not move and have not moved in twenty years. There followed additional discussion.

Mr. Courtney said to keep in mind it has to be timed a coordinated with the end of leases and new lease terms and new bidding process because you can't go back and build a new improved hangar under the existing lease terms unless you go back and renegotiate it, so it has to be one of those points. There ensued an in depth discussion.

It was asked what the criteria was that was used to determine what was in Phase II and what was in Phase III. He went on to further explain the process.

Mr. Kim Payne ask what the term was on the leases at this point. Mr. Mark Courtney said Virginia Aviation has a five year with a five year option that started last July and Falwell Aviation is a twenty year franchise agreement that started last year. Mr. Hobbs said if you are replacing hangars, you could put up the new hangars behind the old hangars, get everything up and operational and then tear down the old ones. Mr. Payne said there would have to be discussion on how to service that debt. Mr. Courtney said that is also why it has to coincide with the end of a lease period unless we were to renegotiate the lease and there would have to be discussion about building and paying more rent or whatever else. Mr. Payne said the City was not going to subsidize hangar construction. Mr. Courtney said the Master Plan does not make that assumption. There followed a general discussion.

It was said there are a lot of other buildings and assets owned by the City on this airport the square footage of which greatly exceeds that of the terminal. Specifically all the hangars that we rent, the State Police rent, other people rent and there is a lot of square footage there and there had been no mention of them. Mr. Stewart Hobbs said in other words what was being said was we have buildings over there that were built in the 80's and the roofs have always leaked and you have dropped, wet tiles, you got mold in the ceiling, it is just an ongoing maintenance problem. Other items were identified and it was asked if any of these areas had been looked at.

Mr. Rhinehardt responded that most of them were more maintenance related and the goal of the Master Plan was to look for additional facilities that you are going to need. He said we can make mention of a facilities ongoing maintenance needs for any airport.

It was ask if there had been mention of replacing HVAC and lighting. It was discussed that it had been mentioned for the terminal but not for the vast majority of other building on the airport. There followed additional discussion.

Mr. Courtney said for some of those that are not going to be slated for replacement, new buildings, it makes some mention of those kinds of things in the Capital Plan.

Mr. Mischler went on to give his wrap-up report on the Capital Improvement Plan (CIP) and explain in detail the issues and components of the report. There followed a general discussion.

(5) MISCELLANEOUS BUSINESS

A. Inquiries and/or comments by Commission Members

Mr. Banker asked if there were any other inquiries and/or comments by Commission Members. There were none.

(6) REPORTS OF AIRPORT BUSINESSES

Mr. Banker asked if there were any reports of airport business.

Liberty University report that Friday they had a student pass the helicopter private pilot exam. He then said the helicopter program is getting ready to go and they were doing very well.

(7) HEARINGS OF CITIZENS UPON COMMISSION MATTERS

Mr. Banker asked if there were any questions or comments of citizens.

Mr. Jim Lampman said he had a question for Mr. Courtney. He said last week they serviced a couple 737's and in the course of talking with the captain they started discussing what the landing fee was. He said that they told him to contact our office. Mr. Lampman said the captain commented to him that for this size airport the landing fee was exceptionally low. He said so his question to Mr. Courtney was when was the last time landing fees were raised to commercial operations on this airport.

Mr. Courtney responded that it was in 1997. He then said our rates are comparable to what is considered to be landing fee rates for signatory airline operations at similar size airports. He then said as long as we are trying to attract more airline service and to attract and keep the kind of fares we have we are going to keep; he considers those kind of landing fees to be a good incentive.

Mr. Courtney went on to further answer Mr. Lampman's question and discuss the issue. Additional discussion followed.

(8) ADJOURNMENT

There being no further business, the meeting was adjourned.

Lynchburg Regional Airport Commission

Effective June 2009

AIR SERVICE UPDATE

Summary The number of daily departure seats is 361 and the daily departure frequency is 8.

Carrier Profile	<u>Airline</u>	<u>Destination</u>	<u>Departures</u>	<u>Seats</u>	<u>Equipment</u>
	Delta Connection	Atlanta	3	150	CRJ
	US Airways	Charlotte	<u>5</u>	<u>211</u>	DH3 / DH8
AIRPORT TOTAL:			8	361	

Delta Connection Delta Connection has increased the number of Tuesday and Saturday flights from 2 per day to 3 per day for the summer months.

US Airways US Airways upgraded one of the 37-seat Dash 8 airplanes with a 50-seat Dash 8-300.

Destinations Served	<u>Non-Stop</u>	<u>Departures</u>	<u>Total</u>
Atlanta		3	3
Charlotte		<u>5</u>	<u>5</u>
		8	8

Aircraft Types	<u>Aircraft</u>	<u>No. of Departures/Day</u>
DH8	Dash 8	3
DH3	Dash 8-300	2
CRJ	Bombardier CRJ200	3

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR APRIL 2009

AIR TRAFFIC REPORT

	MONTH			YR TO DATE/TOTALS		PERCENTAGE CHANGES		
	Apr-09	Mar-09	Apr-08	2009	2008	Apr-09 Mar-09	Apr-09 Apr-08	09 YTD 08 YTD
ENPLANED PASSENGERS	7,370	6,248	3,742	24,542	15,449	18.0%	97.0%	58.9%
DEPLANED PASSENGERS	7,147	6,155	3,767	24,345	15,551	16.1%	89.7%	56.5%
TOTAL PASSENGERS	14,517	12,403	7,509	48,887	31,000	17.0%	93.3%	57.7%
AIRCRAFT OPERATIONS (Landings and Takeoffs)								
Air Carrier	482	426	525	1,702	2,100	13.1%	-8.2%	-19.0%
General Aviation	6,143	6,764	4,918	24,695	15,399	-9.2%	24.9%	60.4%
Military	166	101	59	556	289	64.4%	181.4%	92.4%
Total	6,791	7,291	5,502	26,953	17,788	-6.9%	23.4%	51.5%

AIR TRAFFIC REPORT

	MONTH			YEAR TO DATE/TOTALS		CHANGES		
	Apr-09	Mar-09	Apr-08	2009	2008	Apr-09 Mar-09	Apr-09 Apr-08	09 YTD 08 YTD
NUMBER OF DAILY SCHEDULED FLIGHTS								
US Airways Express - Piedmont	5	5	4					
US Airways Express - PSA	0	0	0					
ACA - United Express	0	0	0					
ASA - Delta Connection	3	2	2					
Allegheny	0	0	0					
Shuttle America	0	0	0					
Air Midwest	0	0	0					
Total	8	7	6			14.3%	33.3%	
NUMBER OF ACTUAL FLIGHTS								
US Airways Express - Piedmont	144	143	113	523	454	0.7%	27.4%	15.2%
US Airways Express - PSA	0	0	0	-	-			
ACA - United Express	0	0	0	-	-			
ASA - Delta Connection	79	50	51	222	201	58.0%	54.9%	10.4%
Allegheny	0	0	0	-	-			
Shuttle America	0	0	0	-	-			
Air Midwest	0	0	0	-	-			
Total	223	193	164	745	655	15.5%	36.0%	13.7%
NUMBER OF CANCELLED FLIGHTS								
US Airways Express - Piedmont	3	10	3	19	15	-7	0	4
US Airways Express - PSA	0	0	0	-	-	0	0	0
ACA - United Express	0	0	0	-	-	0	0	0
ASA - Delta Connection	3	4	1	8	10	-1	2	-2
Allegheny	0	0	0	-	-	0	0	0
Shuttle America	0	0	0	-	-	0	0	0
Air Midwest	0	0	0	-	-	0	0	0
Total	6	14	4	27	25	-8	2	2

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR APRIL 2009

AIR TRAFFIC REPORT

Revenue Passengers Only

	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES				PERCENT OF AIRPORT TOTAL		
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	Apr-09	Mar-09	Apr-08	2009	2008	Apr-09 Mar-09	Apr-09 Apr-08	09 YTD 08 YTD	Apr-09	Mar-09	Apr-08	Apr-09	Apr-08
ENPLANED PASSENGERS													
US Airways Express - Piedmont	4,401	4,236	2,166	16,034	9,018		3.9%	77.8%	3.9%	103.2%	77.8%	59.7%	67.8%
US Airways Express - PSA	0	0	0									0.0%	0.0%
ACA - United Express	0	0	0									0.0%	0.0%
ASA - Delta Connection	2,969	2,012	1,576	8,508	6,431		47.6%	32.3%	47.6%	88.4%	32.3%	40.3%	32.2%
Allegheny	0	0	0									0.0%	0.0%
Shuttle America	0	0	0									0.0%	0.0%
Air Midwest	0	0	0									0.0%	0.0%
Charter	0	0	0									0.0%	0.0%
Total	7,370	6,248	3,742	24,542	15,449		18.0%	58.9%	18.0%	97.0%	58.9%	100.0%	100.0%
DEPLANED PASSENGERS													
US Airways Express - Piedmont	4,311	4,300	2,167	16,022	9,077		0.3%	76.5%	0.3%	98.9%	76.5%	60.3%	69.9%
US Airways Express - PSA	0	0	0									0.0%	0.0%
ACA - United Express	0	0	0									0.0%	0.0%
ASA - Delta Connection	2,836	1,855	1,600	8,323	6,474		52.9%	28.6%	52.9%	77.3%	28.6%	39.7%	30.1%
Allegheny	0	0	0									0.0%	0.0%
Shuttle America	0	0	0									0.0%	0.0%
Air Midwest	0	0	0									0.0%	0.0%
Colgan Air	0	0	0									0.0%	0.0%
Charter	0	0	0									0.0%	0.0%
Total	7,147	6,155	3,767	24,345	15,551		16.1%	56.5%	16.1%	89.7%	56.5%	100.0%	100.0%
TOTAL PASSENGERS													
US Airways Express - Piedmont	8,712	8,536	4,333	32,056	18,095		2.1%	77.2%	2.1%	101.1%	77.2%	60.0%	68.8%
US Airways Express - PSA	-	-	-									0.0%	0.0%
ACA - United Express	-	-	-									0.0%	0.0%
ASA - Delta Connection	5,805	3,867	3,176	16,831	12,905		50.1%	30.4%	50.1%	82.8%	30.4%	40.0%	31.2%
Allegheny	-	-	-									0.0%	0.0%
Shuttle America	-	-	-									0.0%	0.0%
Air Midwest	-	-	-									0.0%	0.0%
Colgan Air	0	-	-									0.0%	0.0%
Charter	-	-	-									0.0%	0.0%
Total	14,517	12,403	7,509	48,887	31,000		17.0%	57.7%	17.0%	93.3%	57.7%	100.0%	100.0%

AIR TRAFFIC REPORT

NON-REVENUE PASSENGERS ONLY

	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES				PERCENT OF AIRPORT TOTAL		
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	Apr-09	Mar-09	Apr-08	2009	2008	Apr-09 Mar-09	Apr-09 Apr-08	09 YTD 08 YTD	Apr-09	Mar-09	Apr-08	Apr-09	Apr-08
ENPLANED NON-REVENUE PASSENGERS													
US Airways Express - Piedmont	135	128	170	468	708		5.5%	-33.9%	5.5%	-20.6%	-33.9%	55.3%	70.5%
US Airways Express - PSA	0	0	0									0.0%	0.0%
ACA - United Express	0	0	0									0.0%	0.0%
ASA - Delta Connection	109	60	71	281	320		81.7%	-12.2%	81.7%	53.5%	-12.2%	44.7%	29.5%
Allegheny	0	0	0									0.0%	0.0%
Shuttle America	0	0	0									0.0%	0.0%
Air Midwest	0	0	0									0.0%	0.0%
Total	244	188	241	749	1,028		29.8%	-27.1%	29.8%	1.2%	-27.1%	100.0%	100.0%

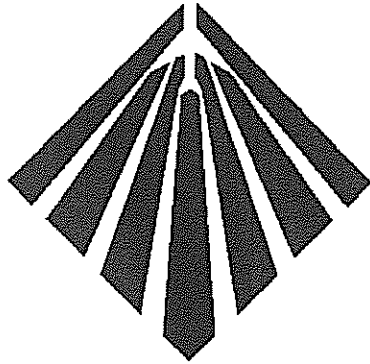
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NON-REVENUE PASSENGERS ONLY

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DEPLANED NON-REVENUE PASSENGERS											
USAirways Express - Piedmont	103	116	162	410	675	-11.2%	-36.4%	-39.3%	53.1%	74.8%	75.3%
USAirways Express - PSA	0	0	0						0.0%	0.0%	0.0%
ACA - United Express	0	0	0						0.0%	0.0%	0.0%
ASA - Delta Connection	91	39	53	229	261	133.3%	71.7%	-12.3%	46.9%	25.2%	24.7%
Allegheny	0	0	0						0.0%	0.0%	0.0%
Shuttle America	0	0	0						0.0%	0.0%	0.0%
Air Midwest	0	0	0						0.0%	0.0%	0.0%
Total	194	155	215	639	936	25.2%	-9.8%	-31.7%	100.0%	100.0%	100.0%
TOTAL NON-REVENUE PASSENGERS											
USAirways Express - Piedmont	238	244	332	878	1,383	-2.5%	-28.3%	-36.5%	54.3%	71.1%	72.8%
USAirways Express - PSA	-	-	-						0.0%	0.0%	0.0%
ACA - United Express	-	-	-						0.0%	0.0%	0.0%
ASA - Delta Connection	200	99	124	510	581	102.0%	61.3%	-12.2%	45.7%	28.9%	27.2%
Allegheny	-	-	-						0.0%	0.0%	0.0%
Shuttle America	-	-	-						0.0%	0.0%	0.0%
Air Midwest	-	-	-						0.0%	0.0%	0.0%
Total	438	343	456	1,388	1,964	27.7%	-3.9%	-29.3%	100.0%	100.0%	100.0%

NOTICE OF PUBLIC WORKSHOP



LYNCHBURG REGIONAL AIRPORT

AIRPORT MASTER PLAN UPDATE

This notice is to announce the availability of a draft plan for future development at Lynchburg Regional Airport (LYH) as part of an update to the airport's master plan, and to invite airport users and the public to a workshop to review the plan and provide input in an open-house environment.

Date: Monday, June 8, 2009
Time: 6:00 p.m. – 7:30 p.m.
Location: Commission Conference Room
Passenger Terminal
Lynchburg Regional Airport
4308 Wards Road
Lynchburg, VA 24502

The City of Lynchburg is updating its master plan for Lynchburg Regional Airport for the purpose of planning for future capital needs at the airport in order to meet future aviation and user demand. A master plan is required by the Federal Aviation Administration for all airports that receive federal funding for eligible capital improvements.

For more information, please contact Lynchburg Regional Airport at: airport@lynchburgva.gov or call 434-455-6090.